OUNTRY	Brand	Airfield			REPORT			
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VALUATION			PLACE	OBTAINED				25X1
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ATE OBTAINE				DATE PREPA	RED 4 Fet	ruary 19	54	
EFERENCES_	<del>zające wym</del> wy		,					
AGES	3	_ENCLOSURES	(NO. & TYPE)					
EMARKS	· · · · · · · · · · · · · · · · · · ·	***************************************					T-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	,
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- 1953 and 14 January 1954:
  - December. There was no air activity at the field. The weather was dull. Iwenty-four swept-back jet aircraft, including 4 with auxiliary fuel tanks were parked at the western end of the runway.
  - A and 25 December. No flights were made. There was dull weather.
  - December. Between 10 a.m. and noon, a MiG-15 circled several times over the field. There was dull weather, a 5/10 evercast at an altitude of about 200 meters and visibility of about 1.5 km. To more air activity was observed.
  - recember. No flights were made throughout the day. There was a closed calling at an altitude of about 100 meters, visibility of about 1.5 km rain. Thirty swebt-back jet aircraft were parked at the field, including alert planes at the western end of the runway.
  - 25 December. There was no air activity. The cloud base was closed at an artitude of about 100 meters and visibility was limited to about 1.5 km.
  - December. Between 9 a.m. and noon, swept-back jet aircraft practiced trying for about 25 minutes duration. There was a 7/10 overcast at an tiltude of about 200 meters and visibility of about 2 km. Usually, four aircraft were simultaneously aloft circling individually over the vicinity of the field.
  - 30 December. No air activity was observed. There was a 6/10 overcast at a stitude of 200 meters, visibility of about 1.5 km and intermittent show showerd.
  - December. Between 9:15 a.m. and noon, about 12 swept-back jet aircraft with auxiliary fuel tanks took off at large intervals and remained aloft for about 30 minutes duration. Usually, two aircraft were observed aloft

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circling over the area south and east of the field. When air activity had stopped, 30 MiG-15 or U-MiG-15s were observed at the field, including 4 ciert aircraft with auxiliary fuel tanks at the western end of the runway.

1 January. There was no air activity. The sky was 9/10 overcast at an altitude of about 200 meters and there was haze.

2 January. No flights were made. There was a 8/10 overcast and haze.

3 and 4 January. There was no air activity. It sunwed on 3 January and visibility was limited to about 3 km on 4 January.

5 January. Between 10 a.m. and 3 p.m., there was intensive air activity by MiG-15 or U-MiG-15s. There was clear frost weather with a light easterly wind and a cloud base of 2/10 at an altitude of about 300 meters. At first, wo MiG-15s with auxiliary fuel tanks took off, taxying laterally aft of such other and being airborne almost at the same moment. Thereaircraft flew for about 30 minutes duration, with a distance of about 2 wing spans between each other. Subsequently, two jet aircraft twice took off and practiced formation flying. The four aircraft had auxiliary fuel tanks and remained aloft for about 50 minutes duration. Similar air activity was continued up to about 3 plm., with up to 10 aircraft being aloft at the same time. When air activity was discontinued, 30 aircraft were observed at the field, including 4 alert aircraft at the eastern end of the runway and the other 26 on the dispersal areas along the southern taxiway.

6 January. Between 10 a.m. and 3 p.m., there was intensive air activity as on the preceding day. The aircraft remained aloft for about 25 minutes duration. There was clear frost weather with a light easterly wind and visibility of about 3 km.

7 January. There was again intensive air activity. The weather was the same as on the preceding day. All of the aircraft were fitted with auxiliary fuel tanks. During the morning, a U-MiG-15

was once observed flying in the wicinity of the field. The sleeve target was not firedat and, after some time, released over the field.

\$ to 14 January. There was no air activity. The weather was usually dull with intermittent snow showers and, on two days, there was good visibility.

- 2. On several days, the engines of the four alert aircraft were consecutively run up once a day.
- 3. On the days, when the field was covered with snow or ice, 50 to 80 soldiers divided in three groups cleaned the entire runway. Subsequently, a truck towing a roller, about 80 cm high and about 6 meters wide, similar to a rotary broom used for cleaning roads, moved along the runway.

  the roller simultaneously strewed salt.

in the fall of 1953, a wooden shed for trucks, about 80 x 30 meters and open on two sides, had been erected in the eastern section of the cantonment at the airfield. A total of 24 trucks were continuously parked there. Truck was repeatedly observed entering and leaving the field.

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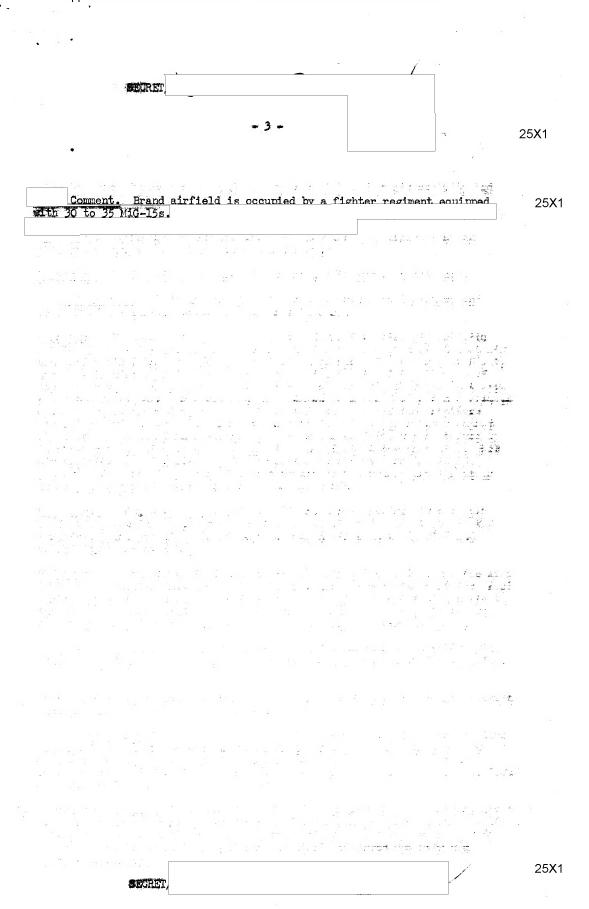
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